

CLAIM AMENDMENTS

The following is a complete list of claims. The claims below replace all prior versions of the claims in the application. Please amend claims 1, 5, 6 and 12 – 19. Please add claims 20 and 21.

1. (Currently Amended) A vessel, comprising:
 - a propulsion device;
 - a hull carrying the propulsion device and having multiple operating modes in which the hull is operable to be moved by the propulsion device from a first geographic location to a second geographic location, wherein the multiple operating modes includes at least one of the following modes, a very-shallow-draft mode and a shallow-draft mode; and
 - a system operable to select one of the operating modes.
2. (Original) The vessel of claim 1 wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting the draft of the vessel to a level that corresponds to the selected operating mode.
3. (Original) The vessel of claim 1 wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting a level of ballast within the vessel.
4. (Original) The vessel of claim 1, further comprising:
 - a payload; and
 - wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting the draft of the vessel using the payload.
5. (Currently Amended) A water vessel, comprising:
 - a hull having a first hull portion and a second hull portion and having multiple operating ~~traveling~~ modes in which the hull is operable to travel ~~sail~~ from a

first geographic location to a second geographic location, wherein the multiple operating modes includes at least one of the following modes, a logistics mode and a catamaran mode; and

a ballast system disposed within the hull and operable to select one of the operating ~~traveling~~ modes corresponding to a predetermined mission by adjusting, during traveling ~~sailing~~ from the first geographic location to the second geographic location, the draft of the vessel.

6. (Currently Amended) The vessel of claim 5 wherein the ballast system is operable to select the ~~to select a~~ catamaran mode of operation by adjusting the draft of the vessel such that the hull is in a catamaran position with respect to the surface of the water.
7. (Original) The vessel of claim 5 wherein the ballast system is operable to select a SWATH mode of operation by adjusting the draft of the vessel such that the hull is in a SWATH position with respect to the surface of the water.
8. (Previously Presented) The vessel of claim 5 wherein the ballast system is operable to select a low freeboard mode of operation by adjusting the draft of the vessel such that the hull is in a low freeboard position with respect to the surface of the water.
9. (Original) The vessel of claim 5 wherein the ballast system is operable to select a shallow water mode of operation by adjusting the draft of the vessel such that the hull is in a shallow water position with respect to the surface of the water.
10. (Original) The water vessel of claim 5, comprising:
a payload; and
wherein the ballast system is operable to adjust the draft of the vessel using the payload.
11. (Original) The water vessel of claim 5 wherein the first hull portion is parallel or approximately parallel to the second hull portion.
12. (Currently Amended) A method, comprising:

selecting one of multiple hull operating modes for a water vessel carrying a propulsion device, the vessel operable to be moved by the propulsion device in each of the hull operating modes from a first geographic location to a second geographic location, wherein the multiple hull operating modes includes at least one of the following modes, a very-shallow-draft mode and a shallow-draft mode; and

operating the vessel in the selected hull mode.

13. (Currently Amended) The method of claim 12 wherein selecting the hull operating mode comprises setting a draft of the water vessel to a level that corresponds to the hull operating mode.
14. (Currently Amended) The method of claim 12 wherein the hull of the vessel, in the selected hull operating mode, has a corresponding hydrodynamic property that is related to a submerged portion of the hull.
15. (Currently Amended) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the draft of the water vessel to a corresponding level.
16. (Currently Amended) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the amount of ballast on the water vessel.
17. (Currently Amended) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the amount of payload on the vessel.
18. (Currently Amended) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the amount of payload and ballast on the water vessel.
19. (Currently Amended) The method of claim 12 wherein selecting the hull operating mode comprises adjusting a position of a payload relative to the water line.
20. (New) The method of claim 12 wherein selecting one of multiple hull operating modes includes selecting a very shallow draft mode.
22. (New) The method of claim 12 wherein selecting one of multiple hull operating modes includes selecting a shallow draft mode.